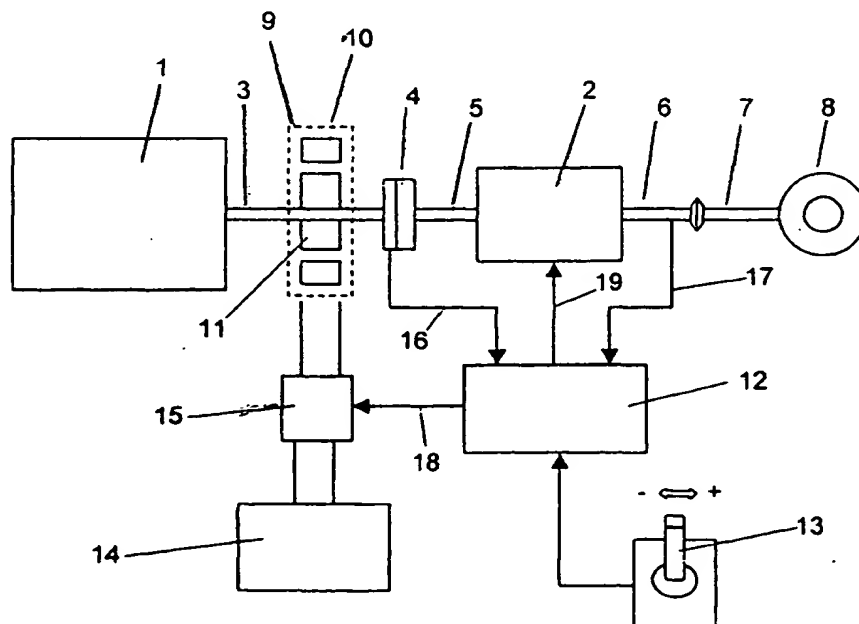




INTERNATIONAL APPLICATION PUBLISHED UNDER THE PATENT COOPERATION TREATY (PCT)

(51) International Patent Classification ⁶: F16H 61/00, B60K 41/00	A1	(11) International Publication Number: WO 00/03163 (43) International Publication Date: 20 January 2000 (20.01.00)
(21) International Application Number: PCT/SE99/01162 (22) International Filing Date: 29 June 1999 (29.06.99) (30) Priority Data: 9802411-0 6 July 1998 (06.07.98) SE (71) Applicant (for all designated States except US): SCANIA CV AKTIEBOLAG (publ) [SE/SE]; S-151 87 Södertälje (SE). (72) Inventors; and (75) Inventors/Applicants (for US only): STRANDELL, Gunnar [SE/SE]; Myntstigen 6, S-151 48 Södertälje (SE). WIK-STRÖM, Hans [SE/SE]; Skulptörvägen 15, S-121 43 Johanneshov (SE). (74) Agent: WALDEBÄCK, Hans; Scania CV AB, Patents, S-151 87 Södertälje (SE).		(81) Designated States: BR, DE, JP, US, European patent (AT, BE, CH, CY, DE, DK, ES, FI, FR, GB, GR, IE, IT, LU, MC, NL, PT, SE). Published <i>With international search report.</i> <i>Before the expiration of the time limit for amending the claims and to be republished in the event of the receipt of amendments.</i> <i>In English translation (filed in Swedish).</i>

(54) Title: ARRANGEMENT AND METHOD FOR A DRIVING UNIT IN A VEHICLE



(57) Abstract

The present invention relates to an arrangement and a method for a drive unit of a vehicle. The drive unit incorporates an engine (1), a mechanical stepped gearbox (2) and a connecting device which is designed to transmit rotary motion from the engine (1) to the stepped gearbox (2). The arrangement incorporates means designed to act upon the connecting device in such a way that substantially no torque is transmitted from the engine (1) to the gearbox (2) during gear changing. Said means incorporates an electric rotor machine (9) which is connected to the connecting device.

FOR THE PURPOSES OF INFORMATION ONLY

Codes used to identify States party to the PCT on the front pages of pamphlets publishing international applications under the PCT.

AL	Albania	ES	Spain	LS	Lesotho	SI	Slovenia
AM	Armenia	FI	Finland	LT	Lithuania	SK	Slovakia
AT	Austria	FR	France	LU	Luxembourg	SN	Senegal
AU	Australia	GA	Gabon	LV	Latvia	SZ	Swaziland
AZ	Azerbaijan	GB	United Kingdom	MC	Monaco	TD	Chad
BA	Bosnia and Herzegovina	GE	Georgia	MD	Republic of Moldova	TG	Togo
BB	Barbados	GH	Ghana	MG	Madagascar	TJ	Tajikistan
BE	Belgium	GN	Guinea	MK	The former Yugoslav Republic of Macedonia	TM	Turkmenistan
BF	Burkina Faso	GR	Greece	ML	Mali	TR	Turkey
BG	Bulgaria	HU	Hungary	MN	Mongolia	TT	Trinidad and Tobago
BJ	Benin	IE	Ireland	MR	Mauritania	UA	Ukraine
BR	Brazil	IL	Israel	MW	Malawi	UG	Uganda
BY	Belarus	IS	Iceland	MX	Mexico	US	United States of America
CA	Canada	IT	Italy	NE	Niger	UZ	Uzbekistan
CF	Central African Republic	JP	Japan	NL	Netherlands	VN	Viet Nam
CG	Congo	KE	Kenya	NO	Norway	YU	Yugoslavia
CH	Switzerland	KG	Kyrgyzstan	NZ	New Zealand	ZW	Zimbabwe
CI	Côte d'Ivoire	KP	Democratic People's Republic of Korea	PL	Poland		
CM	Cameroon	KR	Republic of Korea	PT	Portugal		
CN	China	KZ	Kazakhstan	RO	Romania		
CU	Cuba	LC	Saint Lucia	RU	Russian Federation		
CZ	Czech Republic	LI	Liechtenstein	SD	Sudan		
DE	Germany	LK	Sri Lanka	SE	Sweden		
DK	Denmark	LR	Liberia	SG	Singapore		
EE	Estonia						

Arrangement and method for a driving unit in a vehicle**BACKGROUND TO THE INVENTION, AND PREVIOUS TECHNOLOGY**

- 5 The present invention relates to an arrangement and a method for a drive unit of a vehicle according respectively to the preamble to patent claim 1 and the preamble to patent claim 11.

- In motor vehicles it is desirable to be able to change gear in a stepped gearbox without
10 having to use the vehicle's clutch. This has been achieved, according to known technology, by the engine being controlled so that substantially no torque is transmitted from the engine to the gearbox during a gear change, i.e. while disengaging from one gear and engaging another.
- 15 Methods are known from SE 504 717 and SE 502 807 for controlling the torque delivered by an engine to a level such that substantially no torque is transmitted to the gearbox during gear disengagement. Such control of engine torque and speed can be achieved by adjusting the fuel supply to the engine.
- 20 A known practice from SE 502 154 is for gear engagement when changing up to be preceded by using an exhaust brake to reduce the engine speed to such a level that a synchronous speed is reached between the gearwheels which are intended to mesh with one another in the gearbox.
- 25 Controlling an engine by adjusting the amount of fuel supplied is complicated in that the fuel quantity injected is usually controlled by other conditions, some of which are intended to minimise fuel consumption. Nor is using an exhaust brake to reduce engine speed quickly an ideal practice, since it generates noise which may be disturbing.
- 30 Arranging an electric rotor machine on an output shaft of an engine is known in other contexts. These include the use of such a rotor machine as a starter motor for quickly getting the ordinary engine running. It may also be used for damping engine vibration,

particularly at low engine speeds, and for providing extra power during vehicle acceleration.

SUMMARY OF THE INVENTION

5

The object of the present invention is to make gear changing in a mechanical stepped gearbox possible, without using the vehicle's clutch, by controlling more quickly, more precisely and more quietly than by using the known technology mentioned in the introduction the torque and speed delivered to the gearbox during gear changing.

10

This object is achieved by the arrangement mentioned in the introduction which is characterised in that said means incorporates an electric rotor machine connected to the connecting device. With such an electric rotor machine it is possible quickly, quietly and precisely to adjust the torque delivered by the engine and its speed via the connecting
15 device so that substantially no torque is transmitted to the gearbox during a gear change.

According to a preferred embodiment of the invention, said means incorporates a control unit designed to control the electric rotor machine. Such a control unit may be designed to use knowledge of necessary information concerning the state of the vehicle at the time
20 to control a control device so that the rotor machine is loaded with a relevant electric voltage with a view to correcting the torque and speed of said connecting device to a desired level. This may entail the control unit being connected to a device designed to detect the engine speed. Such a device may for example be a sensor which detects the speed of a flywheel on the engine's output shaft.

25

The control unit may also be connected to a device designed to detect a parameter related to the speed of an output shaft of the gearbox. Such a device may be a sensor which detects, for example, the speed of the output shaft of the gearbox, the speed of the vehicle's propeller shaft or the speed of the driving wheels.

30

According to a preferred embodiment of the invention, the control unit is designed so that, before the disengagement of a gear in the gearbox, the control unit controls the electric rotor machine so that the latter corrects the torque delivered by the engine to such

a level that substantially no torque is transmitted to the gearbox. This means that when a positive driving torque is transmitted via the gearwheels enmeshed at the time the control unit will provide the electric rotor machine with a corresponding amount of negative retarding torque.

5

If instead a negative torque prevails in the gearwheels enmeshed at the time, which may occur when the vehicle is travelling downhill, the electric rotor machine will provide a corresponding positive driving torque. The gearwheels concerned will therefore not be subject to any torque when the gear concerned is disengaged.

10

According to another preferred embodiment of the invention, the control unit is designed so that, before the engagement of a gear in the gearbox, the control unit controls the electric rotor machine so that the connecting device is brought to a speed which is in proportion to the speed of an output shaft of the gearbox, this proportion being

15 determined by the gear concerned. The control unit may in this case use knowledge of the speed of, for example, an output shaft of the gearbox and the gear concerned to calculate the speed at which the connecting device must be when the gear concerned is engaged. This will result, when changing up, in the electric rotor machine retarding the speed of the connecting device to the calculated level, and, when changing up, in its
20 accelerating the connecting device to the calculated speed. This means that the relevant gearwheels in the gearbox which are intended to mesh will have a synchronous speed at which the gear concerned can be engaged.

According to another preferred embodiment, the electric rotor machine includes a stator
25 and a rotor, and the rotor is arranged in the connecting device. This means that the electric rotor machine can directly transmit a torque or adjust the speed of the connecting device. By way of alternative, the rotor machine may be connected via a transmission element to the connecting device, thereby making it possible to achieve a gear change between them.

30

According to another preferred embodiment of the invention, the electric rotor machine is designed to function when necessary as a motor and provide torque to the connecting device and to function when necessary as a generator and retard the connecting device.

Such a rotor machine does not necessarily have only to act upon the connecting device during a gear change. A rotor machine which functions both as motor and generator may be connected to an electrical energy storage device which delivers electrical energy to the rotor machine when it functions as a motor and receives electrical energy from the rotor
5 machine when it functions as a generator. The energy extracted by reducing the speed of the connecting device may therefore be stored in the energy storage device. This energy may subsequently be used when the connecting device has to be provided with torque and speed. Said electrical energy storage device may include one or more electric batteries or, in the case of short-duration energy storage, take the form of one or more capacitors.

10

The present invention also includes a method of a drive unit according to the arrangement described above. On the basis of a known practice of arranging an electric rotor machine on an engine output shaft in a vehicle, the method is characterised in that the electric rotor machine is controlled so that substantially no torque is transmitted from the connecting
15 device to the gearbox during gear changing. Very precise control of the torque and speed of the electric rotor machine is thus possible, unlike the situation according to the known technology whereby the electric rotor machine is substantially used for supplying energy to the ordinary engine and storing braking energy. The electric rotor machine is preferably controlled, before the disengagement of a gear in the gearbox, so as to correct
20 the torque delivered from the engine to such a level that substantially no torque is transmitted to the gearbox. It is also advantageous if the electric rotor machine, before the engagement of a gear in the gearbox, is controlled so that the connecting device is brought to a speed which is in proportion to the speed of an output shaft of the gearbox, this proportion being determined by the gear concerned. Using the electric rotor machine
25 in the foregoing manner makes it possible quickly and with great precision to adjust the torque and speed of the engine so that the disengagement and engagement of the relevant gears can take place without being affected by torque in the gearwheels enmeshed at the time in the gearbox.

30 BRIEF DESCRIPTION OF THE DRAWING

A preferred embodiment of the invention is described below by way of example with reference to the attached drawing, which is as follows:

Fig.1 depicts schematically an arrangement, according to the present invention, for a drive unit of a vehicle.

5 DETAILED DESCRIPTION OF A PREFERRED EMBODIMENT OF THE INVENTION

Fig.1 depicts an arrangement, according to the present invention, for a drive unit of a vehicle. The drive unit incorporates an engine 1 and a mechanical stepped gearbox 2. A
10 connecting device is designed to transmit rotary motion from the engine 1 to the stepped gearbox 2. The connecting device incorporates an output shaft 3 from the engine 1, a clutch 4 and an input shaft 5 to the gearbox 2. The connecting device is designed to constitute during gear changing a rigid rotating unit. After the gearbox 2, driving power supplied is led from the gearbox output shaft 6, e.g. via a propeller shaft 7, to the
15 vehicle's driving wheels 8. The present invention makes it possible to execute gear changing in the gearbox 2 without using the clutch 4. The clutch 4 thus has no function in the present invention but is included in Fig.1, since heavy-duty vehicles do in any case usually need a clutch function at the time of starting and stopping the vehicle. The clutch takes the form of a disc clutch of the kind which is conventional for vehicles and which is
20 normally operated by the driver via a clutch pedal.

An electric rotor machine 9 is arranged on the output shaft 3 of the engine 1. The electric rotor machine 9 incorporates a stator 10 and a rotor 11 which is arranged firmly on the output shaft 3 of the engine 1. This rotor machine 9 is designed to act upon the output
25 shaft 3 of the engine 1 so that substantially no torque is transmitted during the disengagement and engagement of gears in the gearbox 2. A control unit 12 is designed to control the electric rotor machine 9. The vehicle incorporates a gearchange control 13 designed to be easily movable sideways when in a position for manual gearchanging, whereby movement to the left causes changing down and movement to the right causes
30 changing up. The rotor machine 9 is connected to an electrical energy storage device 14 designed to deliver electrical energy to the rotor machine 9 when the latter functions as a motor and to receive electrical energy from the rotor machine 9 when the latter functions as a generator. A control device 15 is arranged to control said energy flow. The control

unit 12 is designed to control the control device 15 in order to achieve control as desired of the rotor machine 9.

When a driver of the vehicle wishes to engage a higher or lower gear in the gearbox 2, the
5 gearchange control 13 is moved in the desired direction, and a signal is sent to the control unit 12. The control unit 12, which may incorporate a microcomputer, is designed to receive a signal 16 concerning the speed of the engine 1. The control unit 12 is also designed to receive a signal 17 concerning the speed of the output shaft 6 of the gearbox
2. A possible alternative to this is detecting the speed of the vehicle's propeller shaft 7 or
10 driving wheels 8. It is also possible for the vehicle's speed to be used in order to achieve an engine speed which is in proportion to the speed of the output shaft 6 of the gearbox 2. The control unit 12 is designed, before the disengagement of a gear in the gearbox 2, to calculate the torque which the electric rotor machine has to provide to the output shaft 3 of the engine 1 so that the gearwheels enmeshed in the gearbox 2 will not be subject to
15 any torque. Knowledge of the characteristics of the engine 1 and the speed at the time of the engine 1 makes it possible to calculate this torque. The control unit 12 thus sends a signal 18 to the control device 15 which is designed to control the energy flow between the electric rotor machine 9 and the energy storage device 14. The control device 15 then controls the electric rotor machine 9 so that the latter delivers said calculated torque to the
20 output shaft 3 of the engine 1. As this means that no torque is transmitted between the gearwheels enmeshed at the time in the gearbox 2, the gear concerned can be disengaged. The control unit 12 then sends a signal 19 to the gearbox 2, whereupon the gear concerned can be disengaged in the gearbox 2. Disengagement of gears in the gearbox can be brought about by suitable servo devices. If positive torque is transmitted to the
25 gearbox before the disengagement of a gear in the gearbox, the electric rotor machine 9 functions as a generator and retards the shaft 3. This will result in electrical energy being supplied to the energy storage device 14. If on the contrary negative torque is transmitted to the gearbox 2 before the disengagement of a gear in the gearbox, the electric rotor machine 9 is designed to function as a motor and supply torque to the shaft 3. The energy
30 supplied is drawn from the energy storage device 14.

After the disengagement described above of the gear concerned in the gearbox, the control unit 12 calculates the speed which the shaft 3 must have at the time of

engagement of a gear in order to bring about a synchronous speed between the relevant gearwheels which are intended to mesh with one another in the gearbox 2. This speed is calculated by the control unit 12 on the basis of knowledge of the value of the signal 17 concerning the speed of the output shaft 6 of the gearbox 2 and which gear is intended to be engaged. The control unit 12 then sends a signal 18 to the control device 15 which controls the energy supply to the electric rotor machine 9. During upward gear changing, the control device 15 controls the energy flow to the rotor machine so that the latter functions as a generator and retards the output shaft 3 of the engine 1 to the calculated speed. During downward gear changing, the control device 15 adjusts the energy flow to the rotor machine 9 so that the latter functions as a motor and accelerates the output shaft 3 of the engine 1 to the calculated speed. When the shaft 3 reaches said calculated speed, which may be indicated to the control unit 12 by the signal 16, the control unit 12 sends a signal 19 to the gearbox 2, whereupon the gear concerned is engaged.

Using an electric rotor machine 9 makes it possible for the aforesaid gearchange process to take place very quickly. It is also possible to control the electric rotor machine 9 very precisely in order to influence the torque and speed of the shaft 3. Moreover, the electric rotor machine 9 generates no noise which could be regarded as disturbing. Another advantage is that no problem arises when changing gear even at very low vehicle speeds, since the electric rotor machine 9 can provide extra torque at speeds below normal idling speed.

The invention is in no way limited to the embodiments described but may be varied freely within the scope of the patent claims. For example, it is possible for the present electric rotor machine to be combined with currently used methods for engine torque control during gear changes, i.e. by controlling the amount of fuel injected or using an exhaust brake. The present electric rotor machine 9 may then be used for finely adjusting the torque and speed to the gearbox 2.

Patent claims

1. Arrangement for a drive unit of a vehicle whereby the drive unit incorporates an engine (1), a mechanical stepped gearbox (2) and a connecting device
5 which is designed to transmit rotary motion from the engine (1) to the stepped gearbox (2), and whereby the arrangement incorporates means designed to act upon the connecting device in such a way that substantially no torque is transmitted from the engine (1) to the gearbox (2) during gear changing, characterised in that said means incorporates an electric rotor machine (9) which is connected to the connecting device.
- 10 2. Arrangement according to claim 1, characterised in that said means incorporates a control unit (12) which is designed to control the electric rotor machine (9).
3. Arrangement according to claim 2, characterised in that the control unit (12)
15 is designed, before the disengagement of a gear in the gearbox (2), to control the electric rotor machine (9) so that the latter corrects the torque delivered from the engine (1) to such a level that substantially no torque is transmitted to the gearbox (2).
4. Arrangement according to claim 2 or 3, characterised in that the control unit
20 (12) is designed, before the engagement of a gear in the gearbox (2), to control the electric rotor machine (9) so that the connecting device is brought to a speed which is in proportion to the speed of an output shaft (6) of the gearbox (2), this proportion being determined by the gear concerned.
- 25 5. Arrangement according to any one of claims 2-4, characterised in that the control unit (12) is connected to a device which is designed to detect the speed of the engine.
6. Arrangement according to any one of claims 2-5, characterised in that said
30 control unit (12) is connected to a device which is designed to detect a parameter which is related to the speed of an output shaft (6) in the gearbox (2).

7. Arrangement according to any one of the foregoing claims, characterised in that the electric rotor machine (9) incorporates a stator (10) and a rotor (11), and the rotor (11) is arranged on the connecting device.
- 5 8. Arrangement according to any one of the foregoing claims, characterised in that the electric rotor machine (9) is designed so that, when necessary, it functions as a motor and supplies torque to the connecting device.
9. Arrangement according to any one of the foregoing claims, characterised in
10 that said rotor machine (9) is designed so that, when necessary, it functions as a generator and reduces the rotation speed of the connecting device.
10. Arrangement according to claim 8 or 9, characterised in that the rotor
machine (9) is connected to an electrical energy storage device (14) which delivers
15 electrical energy to the rotor machine (9) when the latter functions as a motor, and receives electrical energy from the rotor machine (9) when the latter functions as a generator.
11. Method for a drive unit of a vehicle whereby the drive unit incorporates an
20 engine (1), a mechanical stepped gearbox (2) and a connecting device which is designed to transit rotary motion from the engine (1) to the stepped gearbox (2), and an electric rotor machine (9) is connected to the connecting device, characterised in that the electric rotor machine (9) is controlled in such a way that substantially no torque is transmitted from the connecting device to the gearbox (2) during gear changing.
- 25 12. Method according to claim 11, characterised in that before the disengagement of a gear in the gearbox (2) the electric rotor machine (9) is controlled so as to correct the torque delivered from the engine (1) to such a level that substantially no torque is transmitted to the gearbox (2).

13. Method according to claim 11 or 12, characterised in that before the disengagement of a gear in the gearbox (2) the electric rotor machine (9) is controlled so that the connecting device is brought to a speed which is in proportion to the speed of an output shaft (6) of the gearbox, this proportion being determined by the gear concerned.

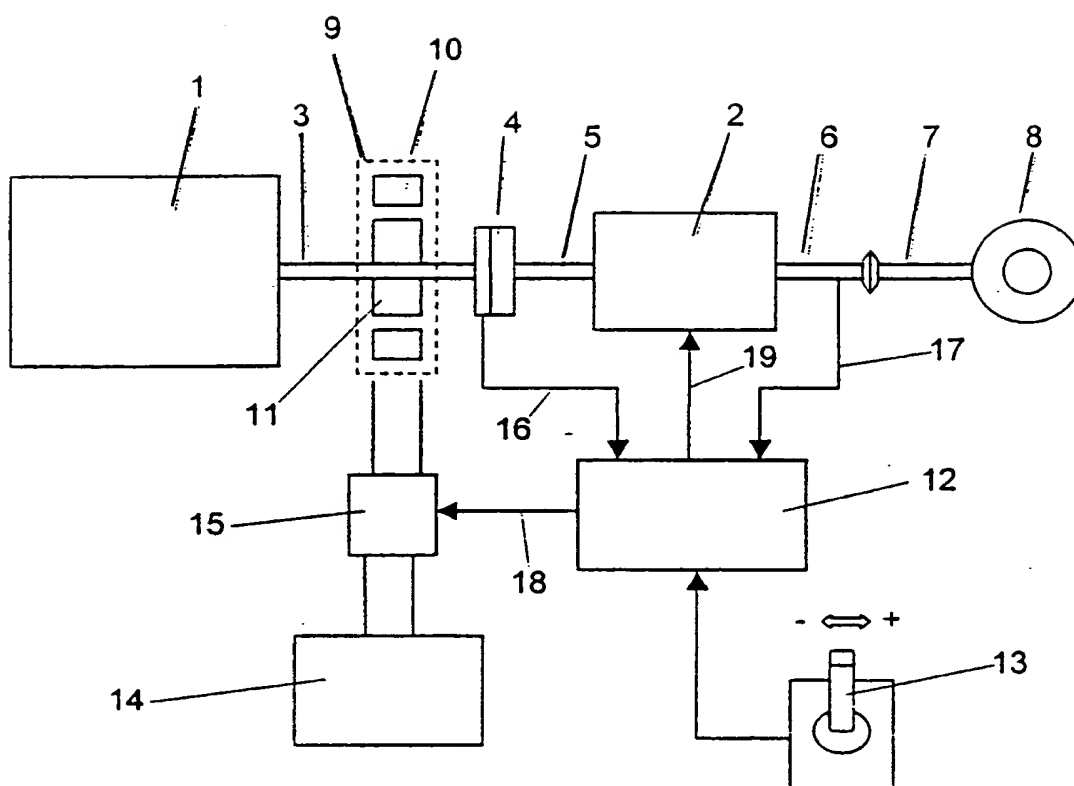


FIG 1

INTERNATIONAL SEARCH REPORT

International application No.

PCT/SE 99/01162

A. CLASSIFICATION OF SUBJECT MATTER

IPC6: F16H 61/00, B60K 41/00

According to International Patent Classification (IPC) or to both national classification and IPC

B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC6: F16H, B60K

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

SE,DK,FI,NO classes as above

Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)

C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category*	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
A	SE 502807 C2 (SCANIA CV AB), 22 January 1996 (22.01.96), abstract --	1-13
A	SE 504717 C2 (SCANIA CV AB), 14 April 1997 (14.04.97), abstract --	1-13
A	US 5735770 A (OMOTE ET AL), 7 April 1998 (07.04.98) --	1-13
A	DE 19615742 C1 (MERCEDES-BENZ AKTIENGESELLSCHAFT), 7 May 1997 (07.05.97) -- -----	1-13

☐ Further documents are listed in the continuation of Box C.

☒ See patent family annex.

* Special categories of cited documents:

- "A" document defining the general state of the art which is not considered to be of particular relevance
- "E" earlier document but published on or after the international filing date
- "L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)
- "O" document referring to an oral disclosure, use, exhibition or other means
- "P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

"X" document of particular relevance: the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

"Y" document of particular relevance: the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

Date of the actual completion of the international search

8 October 1999

Date of mailing of the international search report

06-12-1999

Name and mailing address of the ISA/
Swedish Patent Office
Box 5055, S-102 42 STOCKHOLM
Facsimile No. +46 8 666 02 86

Authorized officer

Per-Olof Warnbo
Telephone No. +46 8 782 25 00

INTERNATIONAL SEARCH REPORT

Information on patent family members

30/08/99

International application No.

PCT/SE 99/01162

Patent document cited in search report	Publication date	Patent family member(s)	Publication date
SE 502807 C2	22/01/96	DE 19509139 A SE 9401653 A US 5595551 A	16/11/95 14/11/95 21/01/97
SE 504717 C2	14/04/97	BR 9700798 A EP 0787619 A EP 0873563 A JP 9264165 A SE 9600454 A US 5859886 A US 5866809 A	06/10/98 06/08/97 28/10/98 07/10/97 14/04/97 12/01/99 02/02/99
US 5735770 A	07/04/98	DE 19650723 A JP 9158998 A	12/06/97 17/06/97
DE 19615742 C1	07/05/97	NONE	

THIS PAGE BLANK (USPTO)